

The success of the Greenway Compact Program depends on popular acceptance and successful completion of Greenway-related projects, especially those with regional significance.

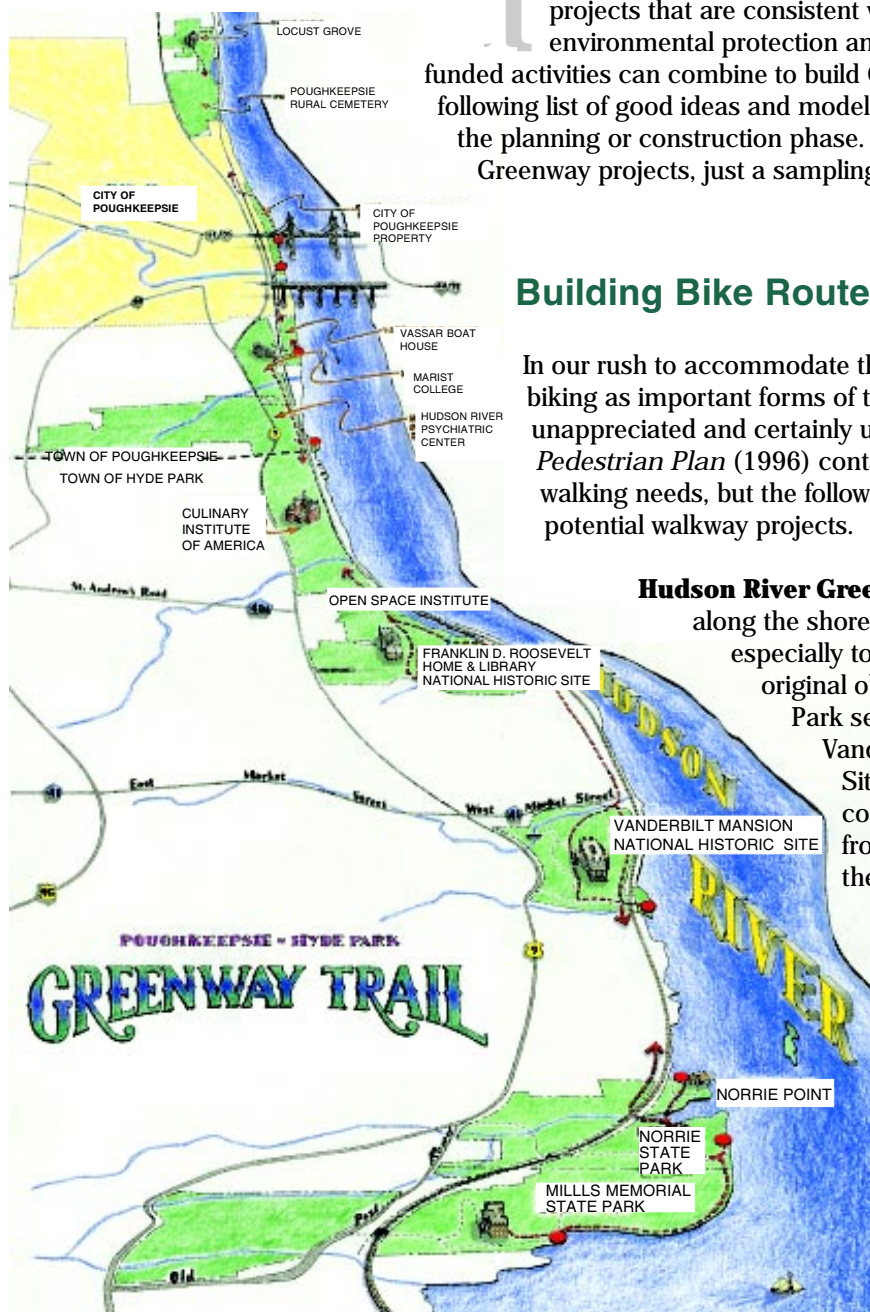
The Greenway Compact Program encourages economic development projects that are consistent with other Greenway goals, such as environmental protection and public access. Both public and privately funded activities can combine to build Greenway systems, as illustrated by the following list of good ideas and model Greenway-related projects, some currently in the planning or construction phase. This by no means contains all the potential Greenway projects, just a sampling that represents the range of possibilities.

Building Bike Routes and Walkways

In our rush to accommodate the auto over the last 50 years, walking and biking as important forms of transportation and recreation have often been unappreciated and certainly underfunded. Dutchess County's *Bicycle and Pedestrian Plan* (1996) contains a more complete analysis of bike and walking needs, but the following suggests a few major Greenway trails and potential walkway projects.

Hudson River Greenway Trail Completion of a continuous trail along the shore, wherever possible, with inland connections, especially to nearby villages and city centers, is one of the original objectives of the Greenway program. A Hyde Park section of the trail is complete between the Vanderbilt and Franklin D. Roosevelt Historic Sites, with active trail projects being planned or constructed in the Tivoli area, Poughkeepsie, from Wappingers Falls to Bowdoin Park, and in the Beacon/Hudson Highlands area.

Greenway Trail System Additional connecting Greenway trails along ridgelines and major waterways/floodplains, such as the Fishkill, Wappinger and Little Wappinger Creeks and the Ten Mile River, can be considered wherever negotiations with landowners allow easements or public access. The Town of LaGrange, for example, has sponsored a section of the Wappinger Creek Greenway Trail off Sleight-Plass Road.



Dutchess County Executive William R. Steinhaus has proposed a 13-mile central section of the Hudson River Greenway Trail, linking the train terminal in Poughkeepsie with nearby historic sites from Locust Grove on the south to FDR, Vanderbilt, and Mills Mansion in Hyde Park.

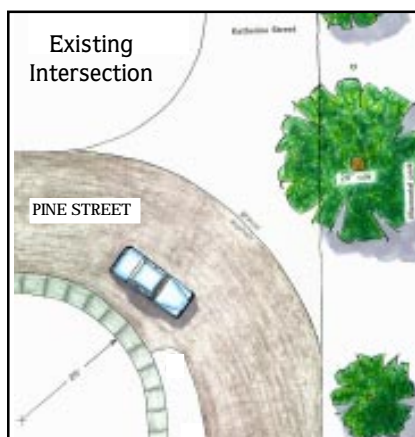
Harlem Valley Rail Trail Expansion of the rail trail from its current 4.5 mile segment to the 11 miles between Wassaic and Millerton is already funded, with continued connections planned north into Columbia County.

Mid-County Rail Trail Construction of a trail along the county-owned rail corridor from Poughkeepsie to Hopewell Junction has received federal funding. The potential also exists to continue this trail along the Metro-North tracks into Putnam County. This connection would link up with the existing segments and planned extensions of the South and North County Trailways in Westchester County, allowing someone to walk or ride a bicycle, free from cars, between Poughkeepsie and New York City.

Appalachian Trail Connections Potential linkages are possible between the Appalachian Trail in southeast Dutchess County and the Harlem Valley Rail Trail, a Mid-County Rail Trail, and even a potential trail along the Taconic State Parkway right-of-way.

Bridge Projects Bridge walkway/bicycle projects, like the walkway upgrades on the Beacon-Newburgh and Mid-Hudson bridges, help make crucial inter-county Greenway connections. For example, the Mid-Hudson Bridge can directly connect with the proposed Hudson Valley Rail Trail in Ulster County. The Poughkeepsie Railroad Bridge and Kingston-Rhinecliff Bridge should also be seriously considered for future walkway project funding, as well as many key inland bridge crossings such as the Route 9 bridge over Wappinger Lake.

Pedestrian Improvement Projects Pedestrian plans have been sponsored by the Poughkeepsie-Dutchess County Transportation Council over the last three years in Millerton, Stanfordville, Tivoli, Red Hook, Arlington, Highland, and Hyde Park, portions of which are being constructed using Community Development Block Grant funding. Sidewalk repairs and extensions, landscaping improvements, and crosswalk projects are needed in many villages, cities and hamlet centers.



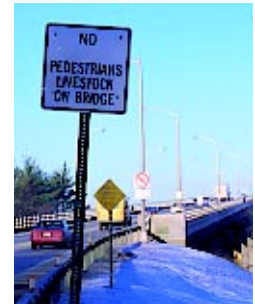
The Pine Street intersection in Tivoli was redesigned with a shorter corner radius, stop signs, and textured brick crosswalks to slow down traffic and increase pedestrian safety at the entrance to the village park.



The opening segment of the Harlem Valley Rail Trail from Amenia to North East has proved a great success with local residents and outside visitors.



The proposed Mid-County Rail Trail right-of-way past Lake Walton in East Fishkill.



All bridges across the Hudson should be designed to allow safe pedestrian and bicycle crossings.

Additional Bicycle Projects Both the NYS Department of Transportation and the County Department of Public Works have agreed, whenever possible, to pave shoulders during road reconstruction projects to provide a safe space for bicyclists and pedestrians.

Improving Our Access to the Water

Waterways are another form of Greenway trail system, with public access (for boating, fishing, swimming, biking, hiking, or just enjoying the view) singled out as one of the five basic Greenway goals. Waterfront projects that combine recreational access and economic development potential for population centers along the Hudson River and other major waterways are of particular interest to the Greenway and other state agencies. Given the limited land west of the railroad tracks and the movement of industrial uses away from riverfront sites, reconnecting cities and towns with their waterfronts and taking full advantage of the magnificent Hudson River for its recreation, economic revitalization, and tourist opportunities are among the top Greenway priorities. **Some model projects include:**

City of Poughkeepsie Waterfront

The City has recently updated its Comprehensive Plan and completed a Local Waterfront Revitalization Program and Transportation Strategy. All three documents call for a continuous Greenway promenade along the 2 1/2 miles of publicly owned riverfront that extend from the Fallkill Creek south to the DeLaval site with Greenway trail connections to the Town of Poughkeepsie, including Marist College and the Hudson River Psychiatric Center waterfront lands. Efforts are also underway to extend the trail system inland along the Fallkill Creek to College Hill Park, then hooking up with the Mid-County Rail Trail. Park improvements and future opportunities for mixed use development along Water Street and the southern waterfront offer a unique combination of transit-friendly development potential within walking distance of a major rail terminal. The City has already selected a developer for the southern waterfront that will incorporate the Greenway trail into a mixed use development.

Beacon Waterfront Beacon has been working in partnership with Scenic Hudson, Inc. on plans to transform the mostly vacant Long Dock peninsula into a model development project with commercial space as well as a public access park. A Greenway trail will connect the train station and City's Riverfront Park to the north with the State Park property at Dennings Point to the south, the Madam Brett Mill Site, and a trail up the Fishkill Creek.



1889



1996



Full build-out illustration of extended waterfront park and potential development district along Water Street in the City of Poughkeepsie, looking down from the Railroad Bridge.



Part of the trail along the Fishkill Creek in Beacon, funded by a grant from the Greenway Council, connecting the historic Tioronda Bridge to the Madame Brett Mill Site.



Marist College, working with the Town and City of Poughkeepsie, has received matching grants to create a waterfront park and Greenway trail along its river frontage.



For too long, the railroad tracks have been a barrier for public access to the Hudson River.

Marist College, Town of Poughkeepsie In an outstanding example of providing public access across private property, Marist College is turning its waterfront property into a public park and rowing center for Marist and high school crew teams. A Greenway trail can connect the City of Poughkeepsie on the south to the Hudson River Psychiatric Center waterfront.

Hudson River Access Projects

- New York State has agreed to open up the waterfront property of the Hudson River Psychiatric Center for a public park, providing much-needed access to the river in the Town of Poughkeepsie.
- Metro-North has committed to increased public access facilities across its tracks and the Governor has appointed a task force to target high priority locations south of the Poughkeepsie Railroad Station.
- Tivoli is proposing an overhead walkway across the tracks to a new waterfront park, ferry stop, and boat launch.
- A Hudson River Water Trail for day use and long distance boating is being organized by the Greenway Conservancy and the Hudson River Watertrail Association featuring launch sites and eventually camping and overnight facilities every 10 to 15 miles on both sides of the Hudson.
- Rhinebeck is working to restore the pedestrian and vehicular bridges over the railroad tracks in Rhinecliff.

Public Access to Creeks and Rivers Other major waterways also deserve public access and economic development attention. The Pleasant Valley Town Plan, for example, identified six public access sites along the Wappinger Creek, including a new park at the old mill site in the center of Pleasant Valley hamlet.



Canoeing on the Wappinger Creek

Promoting Arts and Tourism

Cultural and tourism attractions are among the top economic generators in Dutchess County and getting more important each year. Our proximity to New York City, the cultural capital of the world, lends itself to an interchange of artists of all kinds and provides a vast visitor pool for weekend or extended stays. The multiplier effect from outside visitors in terms of restaurants, overnight accommodations, and other purchases makes clustering activities, joint programming, and connected tours advantageous for everyone.

Greenway policies that encourage environmental protection, historic preservation, scenic roadways, regional cooperation, and high quality development all create a climate where the arts, entertainment, and tourism-related uses can thrive. From the historic sites in Hyde Park, the majestic Bardavon Opera House in Poughkeepsie, the antique shops of Beacon and Millbrook, the annual balloon race and air show events, to the wineries and farm markets of eastern and northern Dutchess, the wide variety of area attractions is far too numerous to list. Here are five regionally significant projects of recent origin from different sectors of the county:

TALLIX Foundry, Beacon Internationally preeminent as one of the world's largest full-service foundries, the five-acre TALLIX Foundry compound in Beacon is also gaining importance as a cultural tourism destination. Planned expansion of TALLIX facilities to include a new visitors' center, sculpture park and garden will attract the growing number of tourists who are as interested in the creation of works of art as in their display. Founded in 1970 in a converted 19th-century fan factory, Tallix is a prominent example of successful adaptive reuse of Dutchess County's historic industrial infrastructure.



Dia Center for the Arts, Beacon Dia is planning to relocate a major contemporary art collection into a 292,000 square foot factory building on the Hudson. This endeavor coincides with Scenic Hudson's proposal to develop its nearby Long Dock property, plans to improve the state-owned Dennings Point peninsula, and the City's plans for trails and historic site connections.

Dutchess Wine Trail

Cooperative marketing between three premium wineries in Amenia, Clinton, and Washington encourages visitors to tour the wineries and see some of the beautiful countryside in between. This can be a model for other projects linking agricultural production and tourism.



New signs, funded by Greenway grant, direct visitors to Dutchess County vineyards.



Kaatsbaan International Dance Center, Tivoli Kaatsbaan is designed to be a residential center for an international roster of dance companies, choreographers, and composers. Located on a 153-acre former horse farm above the Hudson River, the center will include rehearsal studios, a residential complex, a 500-seat production facility, and a visitors' center housed in an adapted 19th-century barn. Kaatsbaan will foster economic growth, environmental stewardship, and historic preservation.

Bard College Performing Arts Center, Red Hook Bard College is constructing a performing arts complex and educational center with an 800-seat theater and an attached 200-seat flexible theater. More than 50,000 visitors are expected annually for major musical, theater, and dance events.



Kaatsbaan will welcome the public to performances at its historic site overlooking the Hudson River.

Kaatsbaan International Dance Center



The Culinary Institute of America campus, centered around the historic St. Andrews Novitiate building.

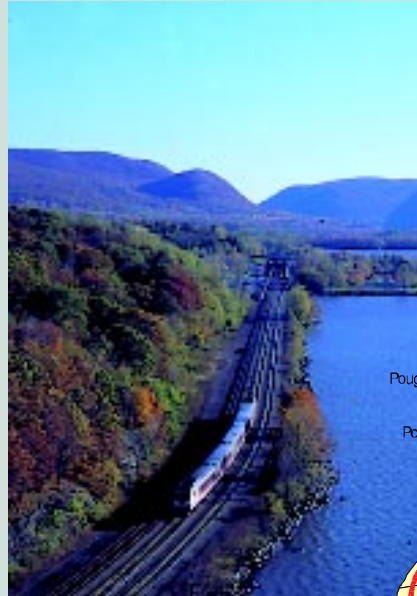
D.C. Tourism Agency

Culinary Institute of America, Hyde Park

Acknowledged as one of the most prestigious institutions for food-service education, the Culinary Institute of America is considering development of a culinary research park on a 65-acre site directly across Route 9 from the CIA campus. Designed to include a 150-foot scenic easement along the Route 9 corridor and to reflect the architectural quality of the existing facilities, the new complex would prevent future strip commercial encroachments and protect the scenic qualities of this strategic gateway to Hyde Park, the County's most popular tourism destination.

Enhancing Rail Connections

After decades of deteriorating service and shortened lines, railroads are making a resurgence in Dutchess County. Metro-North and Amtrak have invested millions in newer trains, raised platforms, improved parking and lighting at station stops, and intermodal connections. With ridership approximately doubling over the last decade, Metro-North has proposed three possible rail extension projects to take advantage of their fastest growing market area.



Harlem Line Wassaic Extension, Amenia Metro-North Railroad is expanding its Harlem Line service from Dover Plains to a new station north of Wassaic in the Town of Amenia. A smaller Ten Mile River passenger stop will also be constructed in the vicinity of the Taconic Developmental Center off NYS Route 22. The extension, which reinstates service discontinued in 1972, will serve ridership that has increased at a rate of 18 percent a year in the last decade.

Hudson Line Extension Metro-North has begun a feasibility study of the potential for extending Hudson Line service north of the City of Poughkeepsie. Since extension into Northern Dutchess will have significant local and regional implications, Metro-North has committed to continued public discussion throughout the feasibility study process.

Beacon Line Service Metro-North has recently initiated a Beacon Line Feasibility Study to determine the potential for providing passenger service between southern Dutchess County and Westchester County. The rail line between Beacon, Hopewell Junction, and Brewster in Putnam County, formerly known as the Housatonic Line, could provide local residents with service to White Plains and possibly east into Connecticut.

Transit-Oriented Development Potential Transit-oriented development projects concentrate a mix of uses including housing within a 5-10 minute walking distance of a rail station. Modeled after traditional villages that grew around railroad stations, like Pawling or Millbrook, these pedestrian intensive precincts reinforce rail use, but without the need for extensive car trips or large parking lots. Convenient intermodal transportation connections to bus, taxi, ridesharing and bicycle facilities are also central features in transit-friendly projects.

Several rail stops in Dutchess could benefit from new infill development near the station, including Beacon, Wingdale at a converted Harlem Valley Psychiatric Center, and Poughkeepsie, which has a long-term plans in place for a transit-oriented neighborhood and intermodal center at its waterfront. Future rail extensions will offer new opportunities for transit villages, possibly at Hopewell Junction or a potential station stop up the Hudson.

Creating Greenway Routes

Streets and roads are our most commonly used connecting patterns. Our road system is also our largest publicly owned asset and, together with the immediate road frontage, the area where communities can most directly control their future character. The county has 2,378 miles of state, county, and local roads with a combined right-of-way total of about 14,000 acres, an area that is more than half as large as most towns in Dutchess County. A large percentage of local budgets go toward paving, plowing, and widening, but far less has gone into making sure that our streets are attractive, not just in the scenic sense, but economically inviting for visitors. The following roadscape projects provide examples of prominent ways to build a system of recognized Greenway routes.

Taconic State Parkway The Parkway's official status as a scenic road can be reinforced with agreements by the state and adjacent localities to preserve its historic character along the right-of-way and also protect it from disruptive visual encroachments at the intersections. An advisory committee to the Department of Transportation is currently working on a corridor management plan to address these issues.



Scenic Road System Linkages between local and state scenic road programs can form an interconnected branchwork of attractive side routes off the Taconic Parkway and throughout the county. In addition to many potential local scenic roads, key state and county routes should be targeted for protective efforts and enhancements to qualify as Greenways, starting with State Routes 199 and 308 across northern Dutchess and Route 82 and County Route 9 east of the Taconic Parkway. With continuous improvements, careful zoning and site plans, and redevelopment projects, a network of state, county, and local roads could eventually become designated Greenway routes.

Landscaping

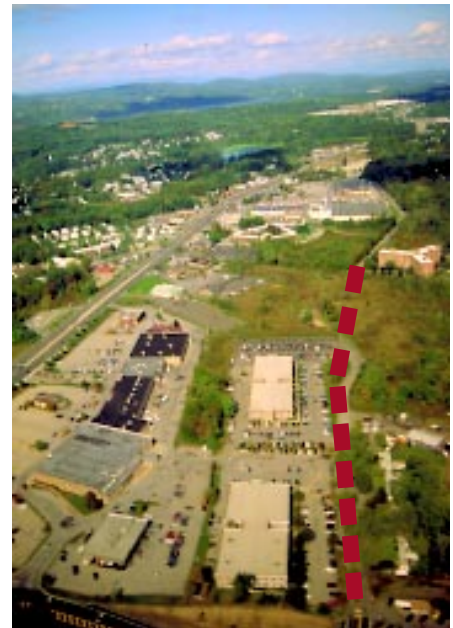
Projects Landscaped medians can replace paved dividers or extended two-way left turn lanes in many areas. Federal funding is already targeted toward the conversion of paved dividers on Route 9 to planted medians. Planting street trees should also become a standard recommendation for all site plan approvals and public roadway projects.



A recently constructed median with street trees on Route 55 in the Town of Poughkeepsie

Access Management

Eliminating unnecessary driveways at every opportunity, sharing access with adjacent businesses, connecting parking lots, and building rear service roads can ease traffic conflicts and help prevent accidents.



State, county, and local officials are considering a model service road connection behind two shopping centers off Route 9 between New Hackensack Road and Myers Corners Road.

Coordinating Development with Central Utilities

By itself, zoning has proved to be an inadequate tool for guiding development. Most of Dutchess County is zoned for one-acre to five-acre lots, to be serviced by individually placed wells and septic systems. Without designated growth areas and central utilities, the use of conservation subdivisions and the reservation of important open lands, existing zoning results in random large-lot subdivisions gradually replacing the rural landscape.

Almost all of our local plans call for retaining open space and rural character, but success will depend upon a more active set of strategies. **Ironically, to protect their municipalities from overdevelopment, local officials should establish policies to encourage development in the most appropriate areas.** Identifying priority growth areas allows for development to occur in a coordinated and cost-effective manner. At the same time, it works to protect the rural environment and natural features that we often take for granted until it is too late. Consider a five part approach:

1. Plan and implement central water and wastewater systems in existing centers and priority growth areas, including expanded systems tied to proposed new development and, when appropriate, gradual interconnection of larger, regional systems;
2. Encourage village or neighborhood scale lot sizes and mixed use development in priority growth areas;
3. Balance development opportunities with open space and agricultural protection strategies.
4. Provide density and timeline incentives for development in preferred locations and consistent with adopted design guidelines;
5. Consider community water systems and combined septic alternatives in more rural areas to achieve compact, land-efficient development while still retaining the natural assets of the site.



A model sewage treatment plant in the Town of Beekman that blends in with its rural setting.

Central Water and Sewer Systems Existing and Future Growth Areas



The map above illustrates settlement areas which presently have central utilities and ones that could be served based on current and anticipated development. **Among the highest priorities, all the villages and the major hamlet centers of Hyde Park, Hopewell Junction, and Pleasant Valley should have both water and sewer systems.** The Dutchess County Water and Wastewater Authority will assist communities in finding funds and implementing and maintaining central utility programs.